

Continuation of Abstract Title to Lands Described in the Caption Herein

File NO. 39643
Continental Refining Company,

GRANTORS
TO

St. Louis-San Francisco Railway Co.,

GRANTEE

Character of Instrument DEED.

Date of Instrument February 27, 1917

Date Filed April 6, 1917 at 8 A.M.

Book 146

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Consideration \$1.00

Date of Acknowledgment: February 22, 1917

Before Whom: E. E. Yakish,

Official Title: Notary Public

Residence: Creek County, Oklahoma

Commission Expires: October 26, 1918

Seal: Yes.

Description: Grant, bargain, sell, convey and confirm the following described real property situate in Creek County Oklahoma, to-wit: "The said strip of land being fifty (50) feet in width; that is to say, twenty-five (25) feet on each side of the center line of a proposed track, said center line being more particularly described as follows:
Commencing at the NW corner of Sec. 29, Twp. 16 N., R. 9 E., Creek County, Okla thence E. along the N. line of said Sec. 29, a distance of 737 feet to a point in the center line of the main tract of St. Louis-San Francisco Railway Co., thence Northeasterly along center line of said main Track making an angle of 52 degrees 20 minutes to the left with last described course, a distance of 212.2 feet thence continuing Northeasterly along said center line of main track and on a curve to the left, the radius of which is 2864.9 feet a distance of 238.4 feet; thence Southwesterly along the center line of a proposed spur track on a curve to the right the radius of which is 709.4 feet, a distance of ninety-four and two tenths (94.2) feet; thence Southwesterly on a curve to the right the radius of which is 573.7 feet, a distance of 155.8 feet; thence Southwesterly on tangent to last described curve 28.8 feet; thence Southwesterly on a curve to the left, the radius of which is 637.3 feet, a distance of 187.8 feet to the point of beginning being a point in the N. line of said Sec. 29 a distance of 611.8 feet Easterly measured along said North line from the Northwest corner of said Section 29, thence Southwesterly on continuation of last above described curve a distance of sixteen and three tenths feet; thence Southwesterly on tangent to last described curve, a distance of 447.1 feet to the end, saving and excepting therefrom public road along said North line of Sec. 29, and containing 10.5 acres all being in NW $\frac{1}{4}$ of NW $\frac{1}{4}$ of Sec. 29, Twp. 16 N., R. 9 E., //

CONTINENTAL REFINING CO.

Leon Thevenin, President.

(SEAL)
ATTEST: E. H. Rollistone, Secy.

Reference 10

excepting therefrom public road along said North line of Section twenty-nine (29), and containing five tenths (0.5) of an acre more or less. 642 ✓

TO have and to Hold the premises aforesaid unto the said second party, and its successors and assigns forever.

It is understood that the premises herein conveyed are to be used as and for a railroad right of way and all other purposes incidental to railroad uses and if and when abandoned for such purposes, the same shall revert to the Grantor herein. In the event of an abandonment, or a reversion hereunder, the Railway Company shall have the right, within a reasonable time, to take up and remove all materials entering into the construction of the track upon the within described premises.

IN TESTIMONY WHEREOF, the said first party has caused these presents to be executed by its President, its corporate seal to be hereunto affixed and attested by its Secretary the day and year first above written.

CONTINENTAL REFINING COMPANY.

SEAL

ATTEST:

E.H. Rollistone, Sec'y.

Leon Thevenin, President.

STATE OF OKLAHOMA, *
* SS
COUNTY OF CREEK *

Before me E.E. Yakish, a Notary Public in and for the County and State aforesaid on this 22nd day of Feb. 1917, personally appeared Leon Thevenin, to me known to be the identical person who subscribed the name of the maker thereof to the foregoing instrument as its Vice President, and acknowledged to me that he executed the same as his free and voluntary act and deed, and as the free and voluntary act and deed of said corporation for the uses and purposes therein set forth.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Notarial seal. Done at office in Bristow, Oklahoma, the day and year last above written.

SEAL

E.E. Yakish,

Notary Public.

My commission expires Oct. 26, 1918.

Filed Apr 6 1917 at 8 A.M. and recorded in book 146 P. 347

This Deed made and entered into this 27th day of February, 1917, by and between Continental Refining Company, a corporation, first party, and St. Louis-San Francisco Railway Company, a corporation organized under the laws of the State of Missouri, second party.

WITNESSETH: That the said first party, for and in consideration of the sum of One Dollar, (\$1.00) to it in handpaid, the receipt of which is hereby acknowledged, has by these presents Grant, Bargain, Sell, Convey and Confirm unto the said second party its successors and assigns, the certain strip or parcel of land, lying, being and situate in the Northwest quarter of the Northwest quarter of Section twenty-nine (29) Township sixteen (16) North, Range nine (9) East, Creek County, Oklahoma.

The said strip of land being fifty (50) feet in width; that is to say, twenty-five (25) feet on each side of the center line of a proposed track, said center line being more particularly described as follows:

Commencing at the Northwest corner of Section Twenty-nine (29) Township sixteen (16) North, Range Nine (9) East, Creek County, Oklahoma, thence East along the North line of said Section twenty-nine (29), a distance of seven hundred thirty-seven (737) feet to a point in the center line of the main track St. Louis-San Francisco Railway Company; thence Northeasterly along center line of said main track making an angle of $52^{\circ} 20'$ to the left with last described course, a distance of two hundred twelve and two tenths (212.2) feet; thence continuing Northeasterly along said center line of main track and on a curve to the left, the radius of which is 2864.9 feet a distance of two hundred thirty-eight and four tenths (238.4) feet; thence Southwesterly along the center line of a proposed spur track on a curve to the right the radius of which is 709.4 feet, a distance of ninety-four and two tenths (94.2) feet; thence Southwesterly on a curve to the right, the radius of which is 573.7 feet, a distance of one hundred fifty-five and eight tenths (155.8) feet; thence Southwesterly on tangent to last described curve ninety-eight and eight tenths feet (98.8) feet; thence Southwesterly on a curve to the left, the radius of which is 637.3 feet, a distance of one hundred eighty-seven and eight tenths (187.8) feet to the point of beginning (said point of beginning being a point in the North line of said Section twenty-nine (29) a distance of six hundred eleven and eight tenths (611.8) feet Easterly measured along said North line from the Northwest corner of said Section twenty-nine (29); thence Southwesterly on continuation of last above described curve a distance of sixteen and three tenths (16.3) feet; thence Southwesterly on tangent to last described curve, a distance of four hundred forty-seven and one tenth (447.1) feet to the end, saving and